

JUL 24 1984

Title 410 - NEBRASKA DEPARTMENT OF ROADS - RIGHT OF WAY DIVISION

Chapter 7 - The Accommodation of Mailboxes and Newspaper Delivery Boxes and Support Posts on Highway Rights-of-Way

001 MAILBOXES, NEWSPAPER DELIVERY BOXES (HEREAFTER REFERRED TO AS MAILBOXES) LOCATED UPON STATE HIGHWAY RIGHT-OF-WAY THAT DO NOT CONFORM TO THE PROVISIONS OF THIS RULE AND REGULATION, MUST BE REMOVED FROM STATE HIGHWAY RIGHT-OF-WAY AS HEREINAFTER PROVIDED.

002 A MAILBOX AND SUPPORT POST THAT CONFORM TO THE CRITERIA HEREAFTER SET FORTH WILL BE CONSIDERED ACCEPTABLE, UNLESS IT INTERFERES WITH THE SAFETY OF THE TRAVELING PUBLIC OR THE FUNCTION, MAINTENANCE OR OPERATION OF THE HIGHWAY SYSTEM.

003 LOCATION

003.01 No mailbox will be permitted on the Nebraska Interstate System.

003.02 Mailboxes shall be located so that they are on the right-hand side of the roadway as determined by the direction of travel as designated by the local postmaster for each delivery route. On one-way streets, mailboxes may be on the left side if designated by the local postmaster.

003.03 Mailboxes shall be located outside the shoulder line on roadways without curbs so that the roadside face of the mailbox does not extend beyond the shoulder line of the highway.

003.04 Mailboxes shall be located back of the curb on roadways with curbs so that the roadside face of the mailbox does not extend beyond the back of the curb line of the highway.

003.05 The mailbox supports shall be no closer than one foot outside the shoulder line or back of the curb line on any highway.

003.06 Where a mailbox is located at a driveway, it shall be placed on the far side of the driveway as determined by the direction of travel designated by the local postmaster for each delivery route.

004 STRUCTURE

004.01 Mailboxes shall be of light sheet metal or plastic construction, conforming to the requirements of the United States Postal Service Standard No. 7, which requirements are attached to and made part of this rule and regulation as Exhibit 2. Newspaper delivery boxes shall be of sheet metal, or plastic construction of a minimum dimension suitable for holding a newspaper.

004.02 No more than two mailboxes may be mounted on a support structure, unless the support structure and mailbox arrangement have been shown to be safe by crash tests conducted by the Texas Transportation

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Institute, the Southwest Research Institute or the University of Nebraska College of Civil Engineering. However, newspaper boxes may be mounted below the mailbox on the side of the mailbox support. The front of the newspaper box shall not extend beyond the front of the mailbox.

004.03 Mailbox supports shall not be set in concrete.

004.04 Mailboxes must be mounted upon a breakaway post conforming to the following:

004.04A A breakaway 2-piece post, with a weight no greater than two pounds per foot and embedded no more than 3 feet 6 inches into the ground will be acceptable as a mailbox support.

004.04B Breakaway mailbox support posts shall conform to the design shown on Exhibits 1A and 1B attached hereto, except such support posts which have been tested by the Texas Transportation Institute, the Southwest Research Institute or the University of Nebraska College of Civil Engineering and are certified by that authority to be breakaway posts shall be acceptable as mailbox supports.

004.05 The post-to-box attachment shall conform to the requirements of Exhibits 1A and 1B or those tested and approved by the Texas Transportation Institute, the Southwest Research Institute or the University of Nebraska College of Civil Engineering.

004.06 Conforming metal posts and attachments will be available at the Nebraska Department of Roads' Maintenance Office at no cost to the mailbox owner.

004.07 When multiple mailbox supports are required, the minimum spacing between the center of the mailbox supports shall be 36 inches.

005 REMOVAL OF NONCONFORMING OR UNSAFE MAILBOXES AND SUPPORT POSTS

005.01 Nonconforming mailboxes located on highways being reconstructed by the Nebraska Department of Roads, or located within areas designated as "Mailbox Safety Project Areas" by the Nebraska Department of Roads, must be removed. Upon the removal of such mailboxes, the Nebraska Department of Roads, at its expense, will provide and install mailbox supports and attachments that conform to the requirements of this rule and regulation. Mailboxes will not be provided by the Nebraska Department of Roads.

005.02 NOTICE: Mailbox owners and the local postmaster will be notified 20 days in advance of the date that existing mailboxes must be removed. Mailboxes not removed within the 20-day notice period will be removed and disposed of by the Nebraska Department of Roads.

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006 MAINTENANCE OF MAILBOXES INSTALLED PURSUANT TO THIS RULE AND REGULATION

006.01 The mailbox owner shall bear the cost of maintaining his/her mailbox and the department's mailbox support. Repair parts for the safety mailbox support may be obtained from the Nebraska Department of Roads' Maintenance Office at no cost to the mailbox owner.

006.02 Mailbox owners with mailboxes located on the State Highway System wishing to install the Nebraska Department of Roads safety mailbox support prior to either a highway construction project or a mailbox safety project, may obtain a mailbox support at the Department of Roads' Maintenance Superintendent Headquarters at no cost. Recipients of such mailbox supports must sign a certificate stating that the support will be installed on the State Highway System pursuant to these Rules and Regulations.

006.03 Mailbox owners wishing to locate mailboxes on State Highway Right-of-Way in areas in which mailboxes have been replaced pursuant to Section 005.01, may obtain a mailbox support at the Department of Roads' Maintenance Office at no cost. The cost of the mailbox will be borne by the mailbox owner.

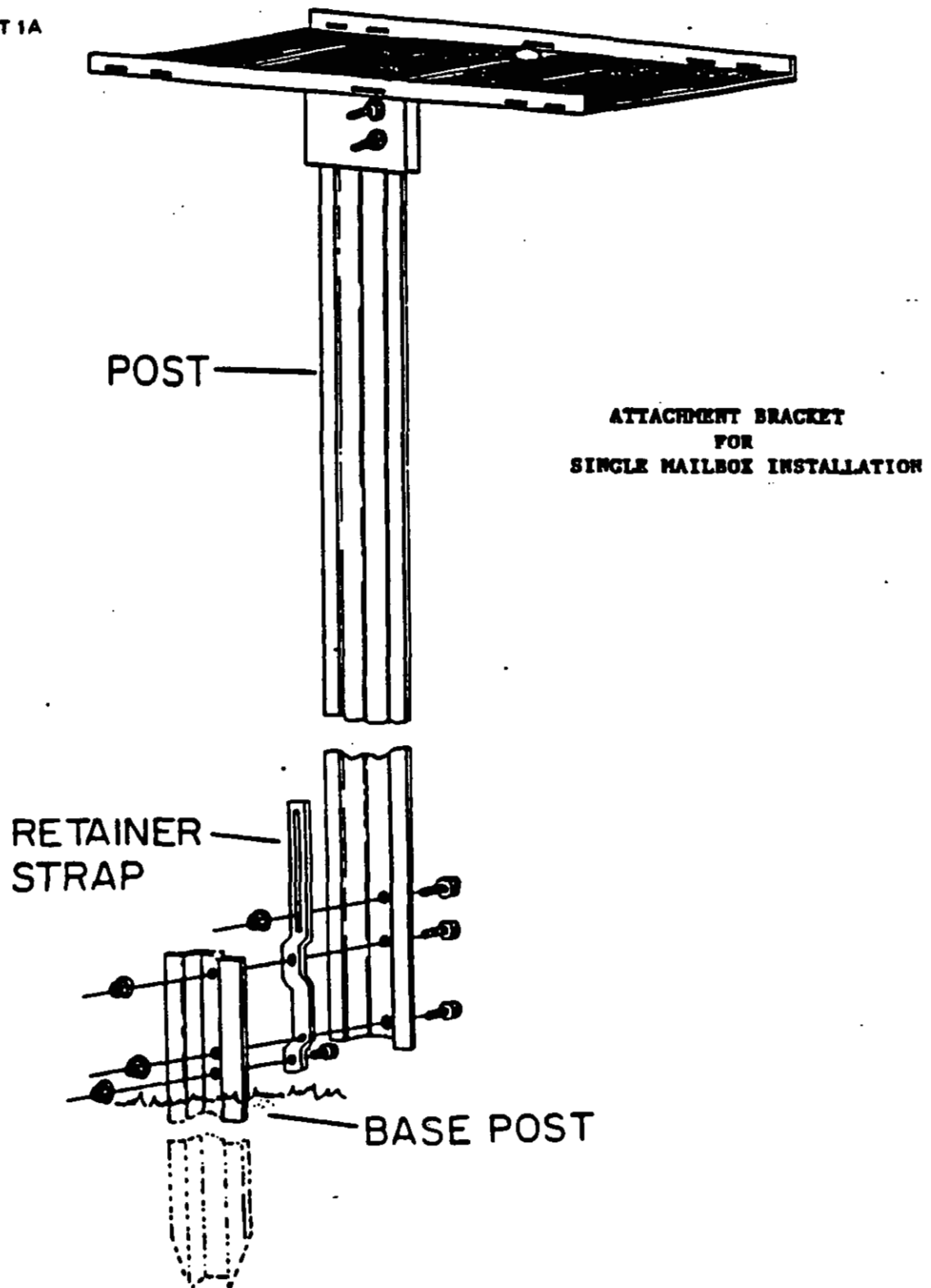
ANNOTATION

**Title 410
Chapter 7**

**Enabling Legislation
39-699
Chapter 39, Article 10
Neb. Rev. Stat.**

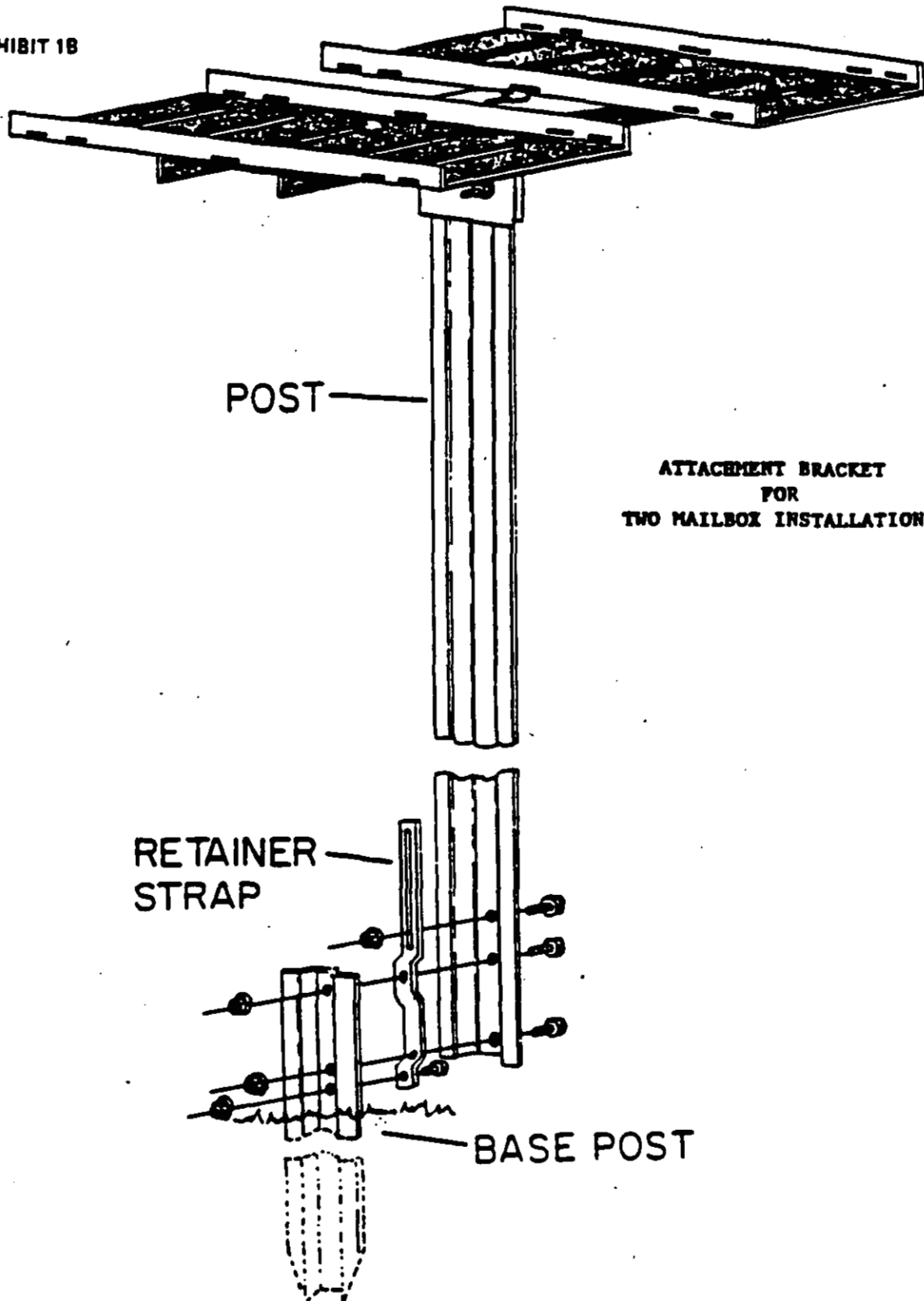
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EXHIBIT 1A



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EXHIBIT 1B



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Rights-of-Way (Continued)

EXHIBIT 2

USPS-STD-7
October 1985
Supersedes USPS-STD-1b(R)
Dated March 23, 1972
Supersedes USPS-STD-2b(R)
Dated March 21, 1972
Supersedes USPS-STD-7
Dated February 1974

U.S. POSTAL SERVICE STANDARD
BOXES, RURAL MAIL

1. SCOPE AND CLASSIFICATION

1.1 Scope - This standard covers rural mailboxes.

1.2 Classification - The rural mailboxes shall be of the following types and sizes:

Type I - Box, Standard, Rural Mail

Size 1	- See Drawing RD-4, Project 3730-0310
Size 1A	- See Drawing RD-5, Project 3730-0310
Size 2	- See Drawing RD-6, Project 3730-0310

Type II - Box, Contemporary, Rural Mail

	Minimum Parcel Size Acceptable	Minimum Unrestricted Opening in Front
Size C1	- 5"x6"x18-1/2"	40 sq. in.
Size C1A	- 6"x7"x19-1/2"	65 sq. in.
Size C2	- 8"x11-1/2"x22-1/2"	130 sq. in.

2. APPLICABLE DOCUMENTS

2.1 Specifications and Standards - The following documents of the latest issue form a part of this standard.

Specifications

MIL-T-704	- Treatment and Painting of Materials
MIL-W-8604	- Welding, Aluminum Alloys, Process for
MIL-W-8611	- Welding, Metal Arc and Gas, Steels, Corrosion and Heat-Resistance Alloys: Process for

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- MIL-A-8625 - Anodic Coating, for Aluminum and Aluminum alloys
- MIL-W-6858 - Welding Resistance, Aluminum, Magnesium, Non-Hardening Steels or Alloys, Heat-Resisting Alloys, Titanium Alloys, Spot and Seam

Standards

Military

MIL-STD-171 - Finishing of Metal and Wood Surfaces

Federal

Federal Standard 595
Federal Test Method Standard 141, Method 6191
Federal Test Method Standard 151, Method 811.1

(Application for copies of specifications and standards may be obtained from the Commanding Officer, Naval Supply Depot, 5801 Tabor Avenue, Philadelphia, Pennsylvania, 19120, Attention Code: CDS.)

Other Documents

- AWS C1.1 Recommended Practice for Resistance Welding
- AWS C1.2 Recommended Practice for Spot Welding
- AWS C2.0 Standard Welding Symbols

(Application for copies of American Welding Society publications may be obtained from the AWS at 2501 N.W. 7th Street, Miami, Florida, 33125.)

1. REQUIREMENTS

1.1 General Design

1.1.1 Type I - The general configuration of the box shall conform to USPS Drawing RD-4, RD-5, and RD-6. Minor design and construction changes will be considered for approval, provided they are equal to or better than the features they replace, and provided the operation of the box is not altered.

1.1.2 Type II - The general configuration of the box shall conform to USPS collection and delivery operations and requirements, and reflect the proper postal image. Designs of the contemporary rural mailboxes are not restricted to shape, material, finish or style:

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however, boxes shall be designed and made so that they may be serviced in the same manner as the standard rural mailbox. The box shall be free from harmful projections, sharp edges, hindrances to carriers and shall positively protect mail from the weather. All seams and joints shall be tight to prevent the loss or damage to mail or mail items placed in the box.

The bottom of the box shall be corrugated, ribbed or otherwise formed to prevent mail from adhering to it as a result of rain or snow entering thru an open door. Provisions shall be incorporated to prevent damage or destruction of finishes by moving parts of the box.

3.2 Materials

3.2.1 Type I and Type II - Ferrous or non-ferrous metals, wood, plastics, or other materials may be used. The thickness, form, mechanical properties and chemical properties shall be adequate to meet the operational, structural and performance requirements as set forth in this standard. Materials used must be compatible with each other and non-toxic and non-irritating to humans.

3.3 Carrier Service Door

3.3.1 Type I and Type II - The carrier service door must operate freely by pulling outward on a convenient handle, knob or ring located at the top or side of the door. The handle, knob or ring shall have adequate clearance to permit grabbing and pulling it with one hand to open the door. The design of the door, hinges, handles, etc., shall be such as to offer maximum protection against freezing rain, sleet or snow and freezing weather. Door catches shall hold the door closed, but allow easy opening and closing of the door. Action of the latch shall be a positive mechanical one not relying solely on friction of parts. Permanent magnetic catches are acceptable provided adequate closure power is obtained and maintained. The door shall, once opened, remain open until the carrier pushes it closed. Doors or any door attachments that reduce the usable area within the box are not acceptable.

3.4 Auxiliary Doors

3.4.1 Type I and Type II - Doors other than the carrier service door shall not interfere with the normal servicing of the box by the carrier or require the carrier to perform any operation not normally used. The auxiliary door shall not come open when newspapers, parcels or other mail items are inserted thru the carrier door.

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3.5 Locking Provision

3.5.1 Type I and Type II - The box shall be provided with an effective means of locking it against theft of mail. Locking provisions must be designed for key operation and may consist of a built-in lock or a provision for locking the box with a padlock. Built-in locks must be reliable, made from corrosion resistant materials and resistant to freezing. Keys must be strong and be removable in both the locked and unlocked positions. The lock keyway shall be in the vertical position to give visual indication when it is locked and in a position other than vertical when unlocked. Unlocking shall be accomplished by turning the key clockwise not more than one-hundred and thirty-five (135) degrees. Padlocking provisions shall place the padlock in a position convenient to the carrier. A padlock is not required to be furnished with the box.

3.6 Carrier Signal Flag

3.6.1 Type I - The carrier signal flag shall be as shown on the drawings. The flag shall be located on the right side near the front (when facing the box from the front). The flag operating mechanism shall operate properly and positively, without binding or excessive free play. The operating mechanism shall not require lubrication, shall not bind, and shall be resistant to freeze-up in the winter. The flag should be in a locked point in both the vertical and horizontal position and should not be free to rotate three-hundred and sixty (360) degrees.

3.6.2 Type II - The carrier signal flag may be of a contemporary design unlikely that used on the Type I box and shall operate freely. The flag shall be located on the right side near the front (when facing the box from the front). The flag staff centerline shall be no farther back from the foremost projection of the box (excluding protruding catch hardware) than four (4) inches. When the flag is in the raised position, not less than six (6) square inches of the signal portion shall be visible above the top of the box and the flag shall project not less than two (2) inches above the top of the box. The flag should be in a locked point in both the vertical and horizontal position and should not be free to rotate three-hundred and sixty (360) degrees. The signal portion of the flag shall be in a plane perpendicular to the thoroughfare on which the box is located. The center of the signal portion of the flag shall be located between two (2) and four (4) inches back from the front of the box in the raised position. No portion of the flag shall extend beyond the top outline of the box when the flag is in the lowered position. The flag operating mechanism shall operate properly and positively, without binding or excessive free play. The operating mechanism shall not require lubrication, and shall offer maximum protection against freezing.

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3.7 Marking

3.7.1 Type I and Type II - The box shall have the following inscription on the door (after approval) "U.S. MAIL" and "approved by the Postmaster General." The name of the supplier and the month and year of manufacture shall also be noted on the box on the rear or on an inside wall of the box. This marking may be accomplished by embossing, stencilling, stamping or permanent type decal. The address of the suppliers may be included.

3.8 Coating and Finishes

3.8.1 Type I and Type II - Choice of materials for coatings and finishes is optional, provided all requirements of this standard are met. All finish coatings shall be free from flaking, peeling, cracks, crazing, blushing and powdery surfaces. Finishes shall be compatible with the box materials, and can be prepared by primers or other protective procedures. Mirror-like finishes and coatings on large flat areas, which might cause reflected glare in motorists' eyes from the sun or vehicle lights will not be approved.

3.9 Color

3.9.1 Type I and Type II Boxes - Color of the box, in general, is optional with the manufacturer. Colors and color schemes shall, however, be dignified and must be of a hue, saturation, and brilliance which offer sufficient contrast with normal surroundings to allow easy observation by carriers and persons using the thoroughfare.

3.9.2 Type I and Type II Carrier Signal Flags - The signal portion of the carrier signal flag shall be red in color. The red shall closely match color No. 11105 of Federal Standard 395 or International Red. High-visibility (fluorescent) coatings and reflective coatings matching the required color may be furnished. Colors other than red will not be considered for approval. Red color shall not be used on any other portion of the box which might be confused with the signal flag.

3.10 Mounting Provisions

3.10.1 Type I and Type II - The box shall be provided with means for convenient mounting. Types of mounting such as to a metal post or stand may be offered by the manufacturer as an accessory. No part of the mounting provisions shall project beyond the front of the mounted box. Mounting provisions shall not require the

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use of tools other than a hammer, screwdriver or common wrench unless such special tools are furnished with the box or accessory.

3.11 Instructions

3.11.1 Type I and Type II - A complete set of instructions for assembling and mounting the box and for properly locating it on the thoroughfare shall be furnished with each box.

Instructions shall include a notice that the customer must contact the local postmaster for proper height of the box. The instruction sheet shall carry a notice that the box meets all requirements of this standard.

3.12 Workmanship

3.12.1 Type I and Type II - Workmanship shall be of highest quality throughout. All parts shall be clean, straight, accurately formed and assembled, of proper fit, and uniform in size and shape. Parts shall be free from delaminations, cracks, warpage, bulges, kinks, dents, porosity, voids, lumps, foreign matter, non-homogeneity and other defects. Finished or coated surfaces shall be smooth and uniform; and free from soft areas, stains, chips, foreign matter, color variations, lumps, runs, sags, cracks, and crazing. Seams and connections shall be tight. Welding, riveting, and other joining shall be done in a neat and approved manner. The box shall be free from sharp edges, sharp corners, protruding rivets and parts, and operational features which might injure or hamper the carrier or customer. All wooden material subject to delamination, warpage or weather cracking shall be treated with a waterproofing compound.

3.13 Operational, Structural and Performance Requirements

3.13.1 Type I and Type II Operational Requirements - Carrier service doors, auxiliary doors, door catches and mechanisms, carrier signal flags, and accessory devices shall be capable of operating 7,500 normal operating cycles without breakage of parts and without failure to operate correctly and positively.

3.13.2 Type I and Type II - Structural and Performance Requirements Refer to attached Drawing #1 for explanation of load position method of application and bolster plates received for applying loads. At positions 1 thru 4, the box shall be supported on a horizontal board in a normal fashion. At position 5 the load shall be applied with the unmounted (without board or adapters) box lying on it's opposite side.

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Immediately after release of the slowly applied load in each position, permanent deformation of the box in the load direction shall not exceed the permanent deformation indicated for the loads shown on Table I. No cracks in the material shall develop as a result of the load or cause the door to become inoperable. At position six (6), the flag shall be capable of withstanding an eight (8) pound load applied at the top of the flag without exceeding permanent deformation specified in Table I.

TABLE I
Permanent Deformation Limits

Position	Deformation, Inches	Load, Pounds
1	1/8	200
2	1/8	200
3	1/8	50
4	1/8	50
5	1/8	100
6	1/8	8

3.14 Coating Abrasion Test

3.14.1 Type I and Type II - The coating of all boxes formed from ferrous metal or other material subject to corrosion" shall meet the abrasive sand test specified herein. Boxes formed from corrosion-resistant alloys of aluminum, "stainless" steel, and other corrosion-resistant materials which are not painted or otherwise coated with a material subject to corrosion are exempt from this test. The test is an abrasive sand test in accordance with Federal Test Method Standard 141, Method 6191, rate of flow of two liters of sand in 22 plus-or-minus one second. Not less than 15 liters of sand shall be required to penetrate painted coatings. Not less than 75 liters shall be required to penetrate plating or other protective coatings. Not less than a total of 175 liters shall be required to expose an area of 1/4 square inch of corrodible base material.

3.15 Salt-Spray Resistance

3.15.1 Type I and Type II - The box will be subjected to a salt-spray test. The test shall be conducted in accordance with Federal Test Method Standard 151, Method 611.1, using a 5 percent saline solution. Test machine operation is on an intermittent basis of 8 hours in operation and 16 hours shut off. The box shall be in the finished condition, including all protective coatings and paint, but must be washed to remove all oil, grease, and other non-permanent coatings. No part of the box shall show corrosion (such as rust on steel box) or other destructive reaction prior to

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50 hours exposure (exposure time is based on time machine is in operation only: "off" time does not apply). Any accumulation of salt deposits upon surfaces tested will not be cause for box rejection.

"Corrosion," as used in this standard, means any form of property change due to ambient conditions which seriously detracts from the appearance or function of the box such as rust, obvious color changes, perforation, accelerated erosion, and disintegration.

3.16 Flammability

3.16.1 Type I and Type II - Materials which will support rapid combustion or which are of an explosive nature shall not be used.

3.17 Ambient Conditions

3.17.1 Type I and Type II - The box shall operate properly under the following ambient conditions: Temperatures of minus sixty-five (65)°F to plus one-hundred forty (140)°F; relative humidities of zero (0) to ninety-eight (98) percent (limited by a thirty-five (35)°F dewpoint temperature); full solar radiation; snow and freezing rain; heavy rainstorms during which the rain strikes the box at any angle from zero (0)° to ninety (90)° degrees; wind velocities up to one-hundred (100) miles per hour; and water and slush thrown upwards by vehicles.

3.18 Packaging

3.18.1 Type I and Type II - The box shall be shipped fully assembled except that the following parts may be removed if necessary to protect them from damage: Protruding portions, such as door latching hardware, mounting adapters, and mounting posts or stands. Sufficient wrapping, padding, blocking and bracing shall be used to prevent damage to the box during shipment. The packaged box, adapters and accessories must be capable of being dropped from a height of 3 feet six times (striking once on each of the 6 faces of the carton) without damage to the box, adapters or accessories.

3.19 Approval Requirements

3.19.1 Type I and Type II - To secure approval of a box, the following must be submitted:

1. Not less than two complete boxes of each style made of the exact materials, construction, coatings, paint, etc., to be identical in every way with the boxes intended to be marketed. (The boxes may be damaged during testing.)

2. A sample or description of the marking required by Paragraph 3.7.

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3. A copy of the instructions required by Paragraph 3.11.
4. Color samples showing all color schemes expected to be used.
5. Boxes must be submitted in the packaging proposed for shipping them.

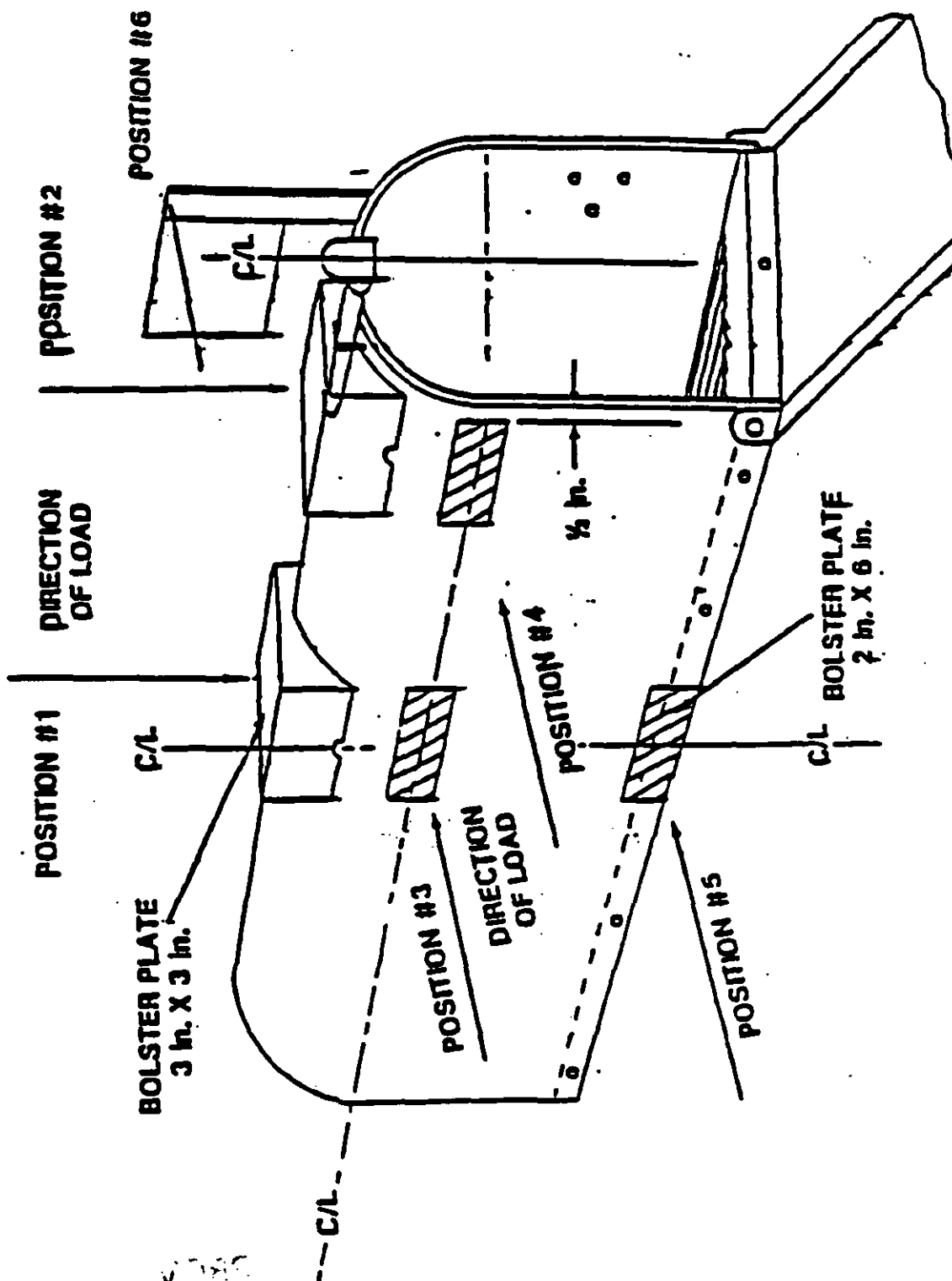
Written notification of approval or disapproval, including reasons for disapproval, will be issued. All boxes submitted will be returned, including those damaged during testing, unless the USPS is authorized in writing to retain them.

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EXHIBIT 2

SKETCH INDICATING DIRECTION OF LOAD



FILED

JUL 24 1996

SECRETARY OF STATE
[Signature]
37

APPROVED

DON STENBERG

184 ATTORNEY GENERAL

BY *[Signature]*
Assistant Attorney General

DATE APR 2 98

APPROVED

JUL 24 1996

[Signature]
C. BENJAMIN NELSON
GOVERNOR

[Signature]